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The Daily Press.

HONGKONG, OCTOBER 13TH, 1910.

Very satisfactory progress is apparently being made with the construction of the Panama Canal. A recent telegram told us that it was the intention of President Taft to recommend in his Message to Congress next December a heavy appropriation for the fortification of the Canal, and, further, that the President had decided to recommend the construction of two battleships annually until the Canal is completed. The time fixed for the opening of the Canal is January 1st, 1915, but Mr. Roosevelt while on his western tour publicly stated that it would not surprise him if the Canal were opened six months, or even a year, before the time set. We may assume that Mr. Roosevelt had good authority for this anticipation, and, as the Times in a leading article on the subject suggests, it will therefore be well for everyone whose interests may be affected by the opening to regard it as a practical certainty and to reflect at once upon the consequences. Premising that it is not easy to speculate upon the influence which the Canal will have upon the world's chief arteries of trade, the leading organ of British public opinion remarks that European commerce has been subject in the past to two, and only two, great changes in the map—firstly, the discovery of the Cape of Good Hope route to the East, and, secondly, the digging of the Suez Canal, which served to rehabilitate the Mediterranean. The writer then goes

on to say:—"The direct influence of the Panama Canal upon European trade will not compare with those great geographical diversions, because the Suez Canal will still present the shorter route between the factories of Europe and the chief markets of the East. But indirectly its effects must necessarily be great. Though Europe will be brought by it no nearer to the East, the chief competing manufacturers on the Atlantic seaboard of the United States will secure a great advantage of distance in the ports of Australasia and Japan. Even more important will be its influence on the three trunk railways which will soon be draining into the Western Canadian ports. The natural products from the Pacific Coast of North America must travel largely by the Panama route to the English market, and return freights should be low. British manufacturers should therefore strengthen their position in the expanding markets of the West. As regards South America, the change may not be great, since it will affect only the ports on the Pacific Coast, which are cut off from their due share of the continent by the high ranges of the Andes; but what advantage is open in this direction will naturally pass to the exports of the United States. On a wide review of conditions it may well appear that gain in one direction for this country or for that will be counteracted by loss in other directions, and that the Northern Pacific slope will be the only part of the world whose geographical situation will be very materially modified when the 'impossible' canal is carrying ships from sea to sea."

Few speculations about the opening of the Canal are made which do not emphasize to some extent in very general terms the influence it is likely to have upon the shipping trade of the Far East. For our part, we have never been able to attach any great importance to this aspect of the undertaking. The number of vessels coming to the Far East from New York or other American ports on the Atlantic seaboard via the Suez Canal or the Cape is not considerable. Very likely when the Canal is opened such ships will come and return by way of the Panama Canal; doubtless, also, the great railway lines which connect the Atlantic and Pacific seaboard will lose much of the traffic now carried over them, and we may even see in the time to come great passenger liners running to New York instead of to San Francisco, but we see no grounds for anticipating such a development of trade between America and the Orient as would be impossible without the Canal. The question of immediate interest in connection with the Canal is its fortification. There is a rather strong American sentiment against it, and in the last session of Congress a resolution to appropriate an instalment for this purpose was defeated. The fortification of the canal is estimated to cost nearly three million pounds sterling. Speaking at Omaha last month Mr. Roosevelt said: "We are in honour bound to fortify it ourselves, and only by so doing can we effectively guarantee its neutrality, and moreover, effectually guarantee that it will not be used against us." According to Mr. Roosevelt, the chief material advantage America gains by the construction of the Canal is that, for defensive purposes, it doubles the power of the United States Navy, and he declares that refusal to fortify the Canal would mean the complete abandonment of the Monroe Doctrine, and besides being a wicked blow to America's prestige in the Pacific, would, moreover, be in its essence treason to the destiny of the Republic. There are, however, several indications that the maritime nations of the world are not a little inclined to protest against the fortification of the Canal. It is urged that the question is simply one of international equity and that it is obviously covered to a very considerable extent by parallels to be found in existing international agreements (notably that relating to the Suez Canal), and the Times delicately suggests that, in the event of disagreement among the Powers, the United States would welcome no less warmly than Great Britain its submission to an international court of arbitration. Obviously if any action of the kind is to be taken, there is no time to be lost. The opportunity for such action occurred six years ago when the Treaty was made in which the fortification of the Canal was clearly foreshadowed, but it evoked no protest, possibly because the making of the Canal was still regarded as "impossible."

Exchange went up to 1s. 10d. yesterday.

A fisherman from Aberdeen who assaulted a Chinese sergeant of police was ordered by Mr. E. R. Hallifax at the Magistracy yesterday to pay a fine of \$10.

Mr. A. H. Hollingsworth, executive engineer and Mr. C. D. Melbourne, Clerk to the Magistrates, returned from long leave yesterday.

At the Magistracy yesterday Mr. J. R. Wood convicted a native of stealing three oranges from a tree in the Botanical Gardens, but deferred sentence.

On the compound of the Central Police Station yesterday afternoon the firemen had a practice drill to prepare for the Fire Brigade competition which takes place to-morrow.

Robert Stuart, a seaman on the s.s. *Drumcliff*, was committed for trial by Mr. E. R. Hallifax at the Magistracy yesterday on two counts of obtaining goods by means of a forged instrument.

The fifth symphony of the season takes place at the Happy Valley on Saturday afternoon. There will, as usual, be six events and the programme gives promise of a very interesting afternoon.

A Chinese, with two previous convictions, who stole a jacket from a passenger on the river steamer *San Po*, was sentenced by Mr. J. R. Wood at the Magistracy yesterday to three months' imprisonment with hard labour and six hours' strokes.

Two Chinese were charged before Mr. E. R. Hallifax at the Magistracy yesterday with keeping an opium den at 1, Ng Pak Lane, West Point, and 24 others were indicted for smoking therein. The first keeper was fined \$50, the second \$10, and each of the smokers was ordered to pay a fine of \$1.

According to the latest investigation made by the authorities the total number of Korean students in Japan is 504. Of the number 93 are studying in technical schools, 72 in industrial schools, 10 in religious schools, 20 in medical schools, 70 in middle schools, 8 in primary schools, and 137 in various other schools.

At the Marine Court yesterday the Marine Magistrate (Commander Basil Taylor) imposed a fine of \$5 upon the master of the steam launch *Hoi Hong* for having disregarded the rules of the road in the waters of the Colony. On the same occasion a like penalty was imposed on the master of the steam launch *Wing Hong* for a similar offence.

It has been arranged that the monument in memory of Prince Ito which has been for some time talked of as likely to be erected in Harbin, is to be set up at the place where the assassination occurred, in the immediate neighbourhood of the station. A piece of land sufficient for the purpose has been obtained, and the programme will be announced definitely on the 26th of October, which day is the anniversary of the Prince's death.

The death is reported of Mr. Charles Thorne, formerly purser of the P.M.S. *Asia*. On his last voyage to the Far East he was extremely unwell and on returning to San Francisco he died on the 10th ult. Deceased was a brother of Mr. E. V. Thorne, the proprietor of the *Box of Curries*, Yokohama, and was in his sixtieth year.

Much comment and curiosity was excited yesterday by the fact that the Portuguese cruiser lying at the anchorage near Junk Bay, in Hongkong Harbour, was still flying the Royal ensign, although the sister ship at Macao the previous day had hoisted down the Royal flag and replaced it by the Republican colours. While we do not know the precise reason for this, we assume that the change cannot well be made in a British port until the British Government has formally recognised the new regime, as the change of flag would presumably involve saluting by the shore batteries.

Since the German Minister in Peking enquired about the status of the Ta Ching Bank, the Board of Finance has been considering certain proposals for its reform, says a Shanghai contemporary. The proposals are to investigate the accounts of the bank since its foundation; to enquire whether there is any limit to the issue of notes by its various branches; to dismiss all worthless persons from its staff and to press all those who owe it money to make restitution; to order the provincial treasuries to have their moneys passed to the branches of the bank, and to close up all existing local official banks.

The New Engineering and Shipbuilding Works of Shanghai, says the *Shanghai Times*, recently sold two steamers for use on the Sanghai to the Chinese, delivery to be made at Harbin. They sent the two steamers up to Nicolavsk to be navigated down the Amur River, and then found that the Russians would not allow them to pass and sent back the two Russian captains who had been sent there to navigate them. It is hoped, however, that they will relent. Last year the same Company sold a smaller boat to the Chinese, which, however, was sent up in pieces via Dairen and put together on arrival.

A Chinese woman from Wing Sun Street appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of larceny as a bailee. Another woman who resided with her, before going out for a walk, asked the defendant to mind her cash box which contained jewellery and money to the value of \$111. During her absence the husband of defendant returned home and departed with the cash box. When complainant asked for it after supper that night, defendant sent an amah to her husband requesting him to return it. He sent back the jewellery, but left the Colony with the money. After hearing the evidence his Worship discharged the defendant.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

RAILWAY DISLOCATION IN FRANCE.

LONDON, October 12th.

A strike has broken out among the employees of the French Northern Railway. Forty thousand men are involved.

Telegraph and telephone wires have been cut and mails are being transported by motor cars, with the assistance of the police and military who are endeavouring to work the traffic.

The strikers demand increased wages, and a weekly day of rest. Eight thousand employees of French Western State Railway also struck work last night.

The National Union of Railwaymen has decided to appeal to all lines to commence a general strike.

The Cabinet has decreed that striking on railways must be placed on a military basis, and has ordered the strikers to submit to military service.

RUSSIA'S DOMINATION IN FINLAND.

LONDON, October 12th.

From Helsingfors it is reported that the Imperial Order directs that the balance of Finland's military contribution for 1910, amounting to nine million marks, be paid immediately into the Imperial Treasury.

KING MANUEL & QUEEN AMELIE.

BRITISH KING'S SYMPATHY.

LONDON, October 12th.

King George has ordered the royal yacht "Victoria and Albert" to proceed to Gibraltar to embark King Manuel and Queen Amelie.

LOCK-OUT ENDED.

LONDON, October 12th.

The conference between employers and representatives of the men reached a unanimous agreement, thus ending the lockout in the shipbuilding (boilermakers) trade.

THE SOUTH AFRICAN COMMONWEALTH.

LONDON, October 12th.

The Duke and Duchess of Connaught sailed this afternoon for South Africa on board the "Balmoral Castle." They had an enthusiastic send-off.

DR. MORRISON ON CHINA.

LONDON, October 12th.

Dr. Morrison, the "Times" correspondent at Peking, speaking at a dinner given by the Authors' Club, dwelt on the marvellous vitality of China and the infinite possibilities of development.

The action of Great Britain in opposing the extension of Chinese railways westward of the River Liao was, in his opinion, wholly unjustifiable and most regrettable, for it created a suspicion that in supporting the mistaken policy of Japan we were failing to protect our immense interest in the continuance of Chinese sovereignty and the maintenance of the open-door in Manchuria.

Despite great blots on the administration, he took a hopeful view of China's future.

It was difficult, he said, to understand Great Britain's resenting the extension of Chinese authority in Tibet, but there must, he added, be a rigid prevention of any interference in Nepal, a country in which China had no lawful rights.

Dr. Morrison concluded by eulogising the missionaries and commending British policy in China except in the matter of the Manchurian railways.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[FROM THE "CHUNG NGOI SAN PO."]

THE FINANCIAL CRISIS IN THE NORTH.

PEKING, October 12th.

Eight Chinese banks in Peking have suspended payment. ASSISTANCE FOR THE SHANGHAI BANKS.

Duke Tsai Chak, President of the Board of Finance, has agreed to render financial assistance to Chinese bankers at Shanghai.

SHANGHAI, Oct. 12th.

The money market is now much easier, the Hongkong and Shanghai Banking Corporation having lent \$1,400,000 to the Chinese banks.

At a meeting of Chinese merchants, it was agreed to accept the notes of banks which had been declined two days previously.

THE TAOTAI'S PROPERTY. The Taotai of Shanghai is resisting an application for a distraint on his property made at the instance of the Yuen Fung Yan bank, which has recently failed, and to whom the Taotai is indebted.

SUPREME COURT.

Wednesday, October 12th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING CHIEF JUSTICE).

"CLEARED OUT."

In the action at the instance of the Yee Mi firm against the Hong On firm to recover \$752.25, being loss sustained in respect of forty-four boxes of yarn purchased by defendants who failed to take delivery thereof and which had to be subsequently sold by plaintiffs at a loss, Mr. Davidson, from the office of Messrs. Hastings & Hastings, appeared for the plaintiffs, and Mr. Gardiner appeared for the defendants.

Mr. Davidson—I understand my friend has no further instructions.
Mr. Gardiner—That is so. I understand there is a petition filed by a creditor against the firm. I believe they have all cleared out, my Lord. Plaintiff then gave evidence, and judgment was entered for plaintiff.

THE PROMISSORY NOTE CASE.

His Lordship delivered judgment in the action by E. A. Aboudy against R. F. Daly for the recovery of \$833.33 due on three promissory notes signed in Shanghai. His Lordship said he was satisfied that the signature was that of defendant, and he gave judgment for plaintiff with costs.

THE NEW REGIME AT MACAO.

[FROM OUR CORRESPONDENT.]

MACAO, October 11th.

To-day after the proclamation of the Portuguese Republic at the hall of the Lea, Senado, Mr. Francisco Yong, accompanied by a police guard and two drummers, proceeded through the principal streets of the city in order to call public attention to the new form of government. In front of some of the public buildings Mr. Yong read the proclamation, and at the conclusion of the proceedings the crowd gave shouts of "Viva a republic."

The cruiser *Reinha Dona Amelie* arrived this evening.
A well-known school is already returning the children under its care to their parents.

MONUMENTS TO THE RUSSIAN DEAD IN MANCHURIA.

Maj. Gen. Dobronravoff, the Imperial Russian Commissioner sent out to Manchuria to arrange the erection of monuments to the Russian dead, has almost completed the work at Kungchuling. The work will be extended in successive order at Kuohsien, Kaiyuan, Tieling, Mukden, Shaoh, Liaoyang, Pencilu, Wanchiao, Chienchen (above Antung Tashichiao, Telian, Chinchow, Dairen and Port Arthur. The outlay for each place is estimated at between five and six thousand roubles, except at Mukden, where the Russian church building will be converted into the Central Cemetery for the Russian dead.
The fund required for this undertaking will be defrayed from over Roubles 100,000 of voluntary contributions collected by the Society for the Erection of Soldiers' Graves, over which organization a princess of the blood presides.

SI NON E VERO.

ARE THERE LOWER DEPTHS TO BE REACHED?

The Fort has been enjoying a rubber story. A gentleman, who, some months ago, received an over-draft on the understanding that it would be redeemed on a certain date, received a reminder from his banker a few days before the actual date of expiration of the accommodation. He was wroth, for that day had seen Trusts and many other things slump badly, and he wrote to his friend, the banker, asking whether it was kind or reasonable to ask him to pay up now when the rubber market was at its most depressed condition. The reply received was to this effect:—

"Dear Sir,—We shall be glad of your authority for the statement that the rubber market is at its most depressed condition."—*Times of Ceylon*.

VOLUNTEER RESERVE.

The first meeting of the newly-constituted Volunteer Reserve was held at the City Hall yesterday. H.E. the Officer Administering the Government presided over a good attendance of members.

On the motion of Mr. G. H. WAKEMAN, seconded by Captain BRANCH, H.E. Sir Henry May was elected the first president of the Reserve.

His EXCELLENCY, in returning thanks for the appointment, said he had much pleasure in accepting the office. He knew that he could rely upon the members to make the movement a real success, which he thought it ought to be. It ought to prove a very valuable addition to the defence force of the Colony.

Mr. A. MACKENZIE proposed, and Captain BRANCH seconded, the election of the following to the committee—Captain Branch, Messrs. Baker, R. E. O. Bird, L. G. Bird, W. Dobbs, G. H. Wakeman and C. E. H. Beavis. This was agreed to.

On the proposition of His EXCELLENCY, seconded by Mr. BEAVIS, Mr. A. Jenkins was elected secretary.

His EXCELLENCY suggested that the next subject for consideration should be the annual subscription.

Mr. WAKEMAN was under the impression that the subscription should be limited to \$5. If it were fixed at a higher figure it might prevent men from joining.

His EXCELLENCY pointed out that the Reserve would obtain a grant in respect of material. He thought himself that \$5 would be sufficient. Continuing, he said that he would like to see old Volunteers joining. There were quite a number in the Colony.

Mr. BRETT remarked that being a military force he thought a subscription would have been unnecessary and that a grant from the Government would have met all expenses.

His EXCELLENCY replied that they were not a military force, but an organized club with a military bias. He did not think they could get on without some little fund. They would have range expenses.

Mr. WAKEMAN proposed that the annual subscription commence from October 1st.

Mr. BEAVIS seconded, and the motion was carried.

It was agreed to leave the framing of rules to the committee.

Mr. HEARLE asked what sort of rifle would be issued.

His EXCELLENCY said that the short service military rifle would be issued. He was in communication with the Volunteers with a view to procuring rifles at once. Next year there would be a vote for the purchase of rifles.

Mr. HEARLE suggested that they might discuss the sort of rifle they should use. Some might prefer the long rifle, which was better for shooting.

His EXCELLENCY said that it would be better to adopt the service rifle and be in the same position as the military. (Applause.)

In conclusion, His EXCELLENCY urged upon members the necessity of shooting their military course so as to obtain the grant of 100 rounds of free ammunition.

This concluded the proceedings.

QUEEN'S COLLEGE AQUATIC SPORTS.

Yesterday afternoon the boys of Queen's College held an aquatic sports meeting in the V.R.C. bath, which was kindly placed at their disposal for the occasion. The weather was all that could be desired, and it was evident that the large number of youthful spectators enjoyed themselves immensely. There was great rivalry between the competitors, and some good sport was witnessed. The most notable event of the afternoon was the quarter mile (scotch). Of the large number who entered for this, only five up after eight lengths, excepting A. Logan and J. W. Lee. Logan led all the way, swimming a fine easy stroke, and Lee clung to him until the fifteenth length, when he fell back. The brother of the champion had an easy win, and appeared fresh enough at the finish to carry on for another quarter of a mile. Results of the different events were as follows:—

Two LENGTHS: 1, F. C. Roberts; 2, Pau Shai Cheuk; 3, A. Logan.

Time—49 sec.

PLUNGING: 1, G. Jorge, 46 ft. 2 in.; 2, J. Cruz, 39 ft. 6 in.

Two LENGTHS (Handicap): 1, Pau Shai Cheuk, scratch; 2, Suk Poon Sang, reos. 5 sec.; 3, Lo Man Hin, receives 9 sec.

Time—44 sec.

FOUR LENGTHS (Handicap): 1, G. Jorge, reos. 8 sec.; 2, Pau Shai Cheuk, reos. 15 sec.; 3, F. C. Roberts, reos. 25 sec.

Time—1 min. 33 sec.

QUARTER MILE (Scotch): 1, A. Logan; 2, J. W. Lee.

Time—8 min. 20 sec.

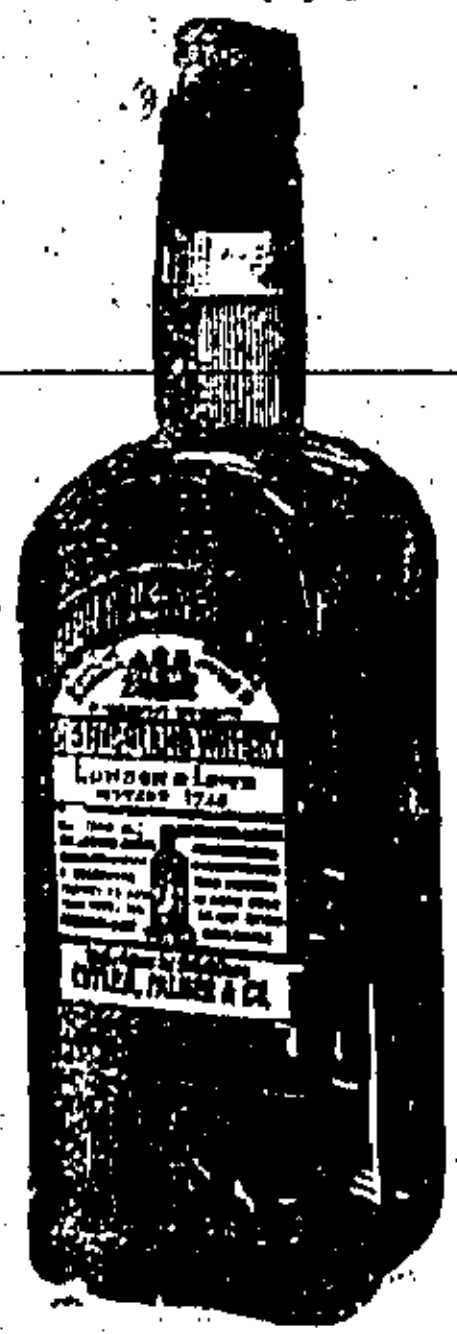
FIND YOUR PARTNER: 1, Jorge and Logan.

TEAM RACE: Cruz's team, comprising Lee, Pau Shai Cheuk, Ramjahn, Danenberg and Ismail.

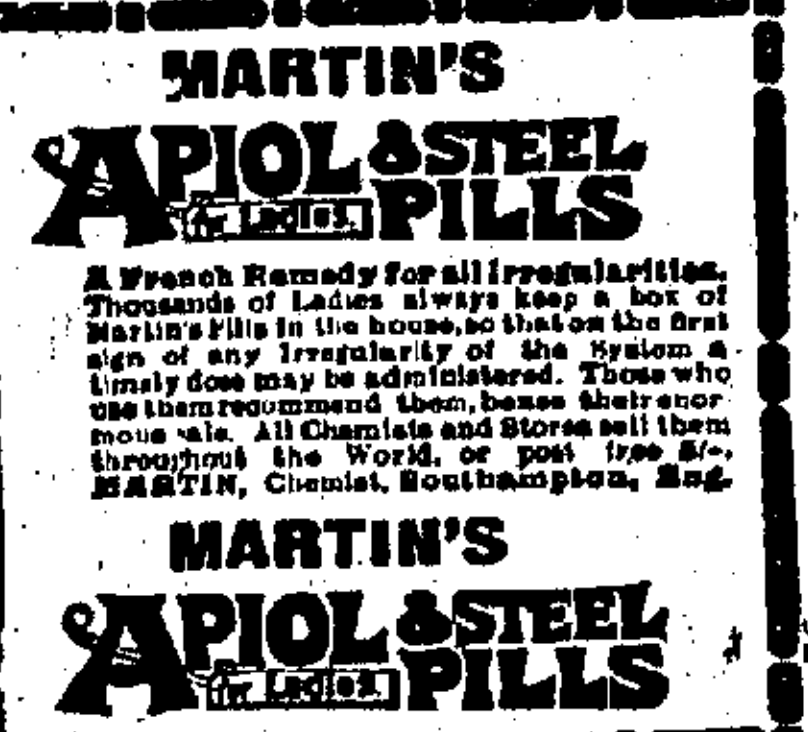
KOREANS IN RUSSIAN TERRITORY.

As often referred to, the Russian Authorities at Vladivostok are enforcing strict supervision over unruly Koreans resident in that part, says the *Seoul Press*. A report has been received here that on the 9th ult. an extensive search was made for them by the authorities, but Yi Pyongnam, Han Pyongnam and On Insoy, who are considered to be leaders, made good their escape to Kaichakli and other places. On the 12th ult. the Russian Police Authorities raided the headquarters at Kaichakli and succeeded in arresting fifteen Koreans, half of the number being subsequently released. (In the following day the Russian Police authorities dispatched telegrams to places in which escaped Koreans were likely to be in concealment, asking for their arrest. It is stated that the measures taken by the Russian authorities for keeping Koreans agitators in check are thorough and leave nothing to be desired.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]



ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1910. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office, Hongkong, 30th June, 1910.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s str. *Despatch* left Singapore for Hongkong on the 8th inst., at 8.30 a.m., with the English Mail, and is due here today at about 6 a.m.

THE AUSTRALIAN MAIL.
The I.M. S. Co.'s str. *Wakamatsu* left Sydney on the 24th ultimo, at 11 a.m., and may be expected here on or about the 16th inst.
The E. & A. str. *Empire* from Sydney, &c., left Port Darwin on the 11th inst. for Timor, Manila and this port.

THE AMERICAN MAIL.
The P.M. str. *China* left Yokohama on the 9th inst. for Hongkong, and is due here on the 18th inst.

The P.M. str. *Manchuria* sailed from San Francisco on the 27th ultimo for Hongkong, via Honolulu, Japan and Manila, and is due to arrive at Hongkong on the 28th inst.

The T.K.K. str. *Chigo Maru* sailed from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st prox.

The P.M. str. *Asia* left San Francisco on the 11th inst. en route to Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive at this port on the 8th prox.

THE GERMAN MAIL.
The I.G.M. str. *Prinzess Alice*, carrying the German Mails with dates from Berlin of the 21st ultimo, left Colombo on the 9th inst. p.m., and may be expected here on or about the 20th inst.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Montezuma* arrived at Kobe at 5 a.m. on the 11th inst., and left again at 5 p.m. same day for Shanghai, where she is due to arrive at noon on the 15th inst.

The C.P.R. Co.'s str. *Empress of China* arrived at Yokohama at 1.30 p.m. on the 12th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 4 p.m. on the 13th inst.

MERCHANT STEAMERS.
The A.P.M.S. str. *Gregory* from Shanghai and Kobe left Moji on the 8th inst. afternoon, and may be expected here to-day.

The North German Lloyd str. *Bornes* left Sandakan on the 8th inst. p.m., and may be expected here to-day p.m.

The Bank Line str. *Kumera* sailed from Manila on the 11th inst. morning, and is due here to-day.

The Mogul Line str. *Sikh* sailed from Singapore on the 9th inst., and is due here to-morrow p.m.

The P. & A. S.S. Co. str. *Seijo* sailed from Manila on the 11th inst., and is due to arrive at this port to-morrow at daylight.

The Barber Line str. *Naruga* sailed from New York on the 21st ultimo for Hongkong, via the Straits.

The T.K.K. str. *Hongkong Maru* sailed from Callao on the 31st inst. for this port, via the usual ports of call.

The Barber Line str. *Shimosa* sailed from New York on the 6th inst. for Hongkong via the Straits.

The Austrian Lloyd's str. *China* left Singapore for this port on the 10th inst., and is due here on the 16th inst.

The P. & O. S. N. Co.'s str. *Japan* left Singapore for this port on the 11th inst., at 7 a.m., and is due here on the 16th inst., at about noon.

The G.N. str. *Manchuria* left Kobe for this port via Nagasaki and Manila on the 8th inst., and is expected here on the 21st inst.

The O.S.K. str. *Chigo Maru* from Tacoma left Yokohama for this port via Kobe, Nagasaki and Manila on the 9th inst., and is expected here on or about the 23rd inst.

The Eng. Hok Fong S.S. Co.'s str. *Pavia* sailed from Guaymas, Mexico, on the 27th ult. p.m., and is due here on or about the 25th inst.

A SERMON BY THE KAISER.

"THE GLORY OF GOD IN THE BOOK OF NATURE."

The Berlin correspondent of the *Daily Mail* has been enabled to send an authorized English translation of a hitherto unpublished sermon by the Kaiser, delivered on board the imperial yacht *Hohenzollern* during one of his Majesty's recent annual cruises to the North Cape. The sermon forms a chapter in a new book on Berlin by the Rev. Dr. J. F. Dickie, a Scotch-American clergyman, who received the special sanction of the Kaiser to reproduce this sermon. Messrs. Dodd, Mead & Co., of Boston, U.S.A., are Dr. Dickie's publishers.

Text—Psalm 104, vv. 1 and 2. Bless the Lord, O my soul. O Lord, my God, thou art very great; Who coverest Thyself with light, with a garment, Who stretchest out the heavens like a curtain.

Now we are once more upon our northern sea voyage—Sunday on the high seas, and does not our Lord speak plainly to us here? He has taken us apart from the multitude of those who go up to the house of the Lord. Still His hand is over all. "If I take the wings of the morning and flee to the uttermost parts of the sea, even there shall Thy hand lead me, and Thy right hand shall hold me." Thus is He in midst of us, especially on this Holy day, in this sacred hour, at our good ship's service. At home the church bells are ringing now and the organ is pealing. Here there is another ringing and another sound round about us. Yet it is only a ground tone that runs through the melody there as here, and says: "Come and let us worship and bow down, and let us fall upon our knees before the Lord our Maker." On the high seas we learn this more emphatically, and he who does not learn it here will never learn it at all.

The praise of God out of the Book of Nature—that is written all over our text—Psalm, that we attach our ship's meditations on these Sundays of our voyage, if the Lord permits. Who does man learn the praise of God from the Book of Nature more forcibly, when does it ring in our ears more powerfully as it says, Praise the Lord, O my soul, than on the high seas, and especially here where God's wonders stand all round about us?

Let us, then, open our hearts and give good heed to this Book of Nature, which God hath set before us. Truly, they do not understand the mind of the Lord who do not understand the Book of Nature. Nay, this book rather leads us thither. This is only the outer court that leads us into the holy place; only the hem of His garment, Who fills the whole temple. The same God, Who in our redemption has revealed His heart to us, has in His outward creation thrown His house wide open to us. His children; not that we should merely stand at the threshold, but that with joy we should draw near to the footstool of His throne of grace. The same God, Who has proclaimed us His children, has brought the blessedness of the Kingdom of Heaven near to us, has reached to us by the fowls of the air and by the fishes of the field. The same Paul Gerhardt, who sings to our inmost souls as none other has done, "O Sacred Head, now wounded," and "Commit thou all thy ways," has enriched the world by that inimitable song of summer, found in all our hymn-books, and which thus begins:

Go forth, my heart, and seek delight
In all the gifts of God's great might;
These pleasant summer hours,
Look! how the plains for thee and me
Have decked themselves most fair to see,
All bright and sweet with flowers.

In this spirit will we also look abroad. Far from the noise and bustle of the great city, far in the stillness near to the great heart of the God of Nature, we will draw a deep breath that we may at the same time feel the mighty beating of His Father-heart. Then only one note will resound in our souls: Praise the Lord O my soul. O Lord, my God, Thou art very great. This is the first page of the praise of God out of the Book of Nature—the glory of the Lord. If one learns this anywhere it is upon the sea. Most of all, methinks, do we learn this in the land of the midnight sun. O Lord, my God, Thou art very great, Who coverest Thyself with light as with a garment.

Just as this Psalm has been called an echo of the first creative work of God, so also we are made to feel that in this land of wonders God's creative power comes before us in its primal glory with the beauty and dew of youth. Unconsciously we fold our hands again and again, saying, O Lord, my God, Thou art very great. When we look at the midnight sun we have a faint idea of the dawn of the first day of creation. And the first creative word of the Lord, "Let there be light." Hence we understand the words of the Psalm in a peculiarly vivid manner: "Thou coverest Thyself with light as with a garment." Then there rises in our hearts this song, first softly and low, then rising higher and higher, "Bless the Lord, O my soul."

Again our thoughts carry us farther, and our prayers move upwards from the outer court into the holy place, and from the holy place into the holy of holies of God's great temple.

If on His footstool here below
And on His throne such glories be,
What glorious blessedness must flow
From His great heart to thee!

But, verily, we must have an eye for God's great wonders here, also we see them not. Were not the eyes for sunlight made, The sun it never could see.

Nature reveals God, but it conceals Him also. Nature is God's book, but only he can read aright therein whose eyes have been opened by the Holy Spirit with power from on high: by that Spirit Who is the light beneath God's garment. Only he who hears God's heart beat, who beholds God with the eyes of faith, sees that Son of God, Who hath said of Himself: "I am the light of the world. He that followeth Me shall not walk in darkness, but shall have the light of life."

The Sunday and this ship's service bring familiar truth to our remembrance with increased force and power. Here nature itself impresses this truth upon us:

The Sun that shines upon me
Is my Lord Jesus Christ.

That Sun never goes down. He is not only the midnight Sun, but He shines bright over us all, and in all our hearts, even when it is cloudy and dark about us. Light is His garment, and His back parts, when in all His glory He passes by, but He draws us onward and upward to Himself. Thus we become partakers of His glory. In the cool of the day, when the wind has gone down, in the silence of the night, when He spreads out the heavens as a curtain over us, studied with countless stars, then our thoughts go out to our own home and reach upward to our eternal dwelling-place; for the soul is naturally Christian. Then the passions are silent, and the troubles of the heart are still, and all is calm and still within us. Then there pulses through the soul a thrill of eternity, a presentiment—

How glorious that new world above,
Prepared of God in His great love.

THE LETTERS OF AN ENGLISHMAN.

THE TYRANNY OF GOLF.

To the returning traveller who has spent some weeks under foreign skies England appears at the first sight as the country where they play golf. Everywhere the tyranny of the game is visible. The railway stations are packed with golfers—men who would not journey ten miles from their homes, unaccompanied by the necessary clubs. As you look out from the window of the train which carries you to London you see without pause or intermission the same sight. The pursuit of the white ball is universal. It is undertaken in a spirit of solemn sacrifice. The laughter of gaiety must not approach the green. There is no sign of light-hearted joy in this serious profession. The first rule of golf (it is said) is that "no player, caddy, or onlooker should move or talk during a stroke." And though I believe that after the stroke the worst blasphemies are uttered, a studied alternation of silence and speech is not the best encouragement of hilarity.

However, it is not the grimness of golf that I would condemn, but its tyranny. None can escape it. It leaves no corner of the land inviolate. The whole of Great Britain is now mapped out into golf links, from north to south, from east to west. I verily believe that a man might play from the top of Land's End and hold his ball in the topmost promontory of Calcutta, without ever stirring a yard from an English hole course. That the homely crafts of husbandry are still permitted to flourish here and there is the one concession which golf makes to our daily life. In all else she is a jealous sovereign; demanding and obtaining the whole-hearted devotion of her patient lieges.

ENGLAND'S BENEFIT FROM SPORT.
The benefits which Englishmen have obtained from their games and mainly sports are a commonplace. Though the Duke of Wellington had the art of self-defence in his mind when he praised the playing-fields of Eton, it is true that priceless lessons of good temper and self-reliance have been learned at cricket and football. The skill of hand and eye necessary to the gentleman game are no less admirable than the spirit and courage of the well-educated Englishman is of a better temper and of a higher resolution than men of his own age and class abroad it is no doubt to games that he owes his superiority. But it should be remembered that cricket and football are but the means to this desirable end, and that they are not carried into middle life with any better reason than the Latin grammar which once taught the unwilling boy the art of prose.

To all field sports, to all other games than golf, there are appointed times and seasons. A man may not hunt at midsummer. He cannot play cricket on Christmas Day. However violent his passion for this pastime or that, there are many months in which performance must curb that passion, in which, to be sure the pastime itself is nothing more than a pleasant memory. Cricket and football, again, demand for their proper exercise the suppleness of youth. When once the muscles harden to their places, the hero of a momentary game must himself become a spectator or discover at the last that he holds something else fit for accomplishment than sport.

GOLF AS A PROFESSION.

Long ago it ceased to be a sport and became a profession. The true golfer is a professional, no more and no less. The fact that he earns no money at the game does not in reality affect his state. He is a professional in the sense that he lives for golf and golf alone. It is the only career, the only ambition that he knows. Even if at the outset he has other interests and other aspirations, he speedily forgoes them and henceforth regards golf with a gravity which he cannot bring to the discharge of any duty. Henceforth golf is for him the test and touchstone of all things. In his eyes a "put" is a player is a hero to whom the wisest statesman and the bravest general should alike bow the knee. To "fizzle a drive" he regards as an irreparable disaster. He thinks no pains lost which shall improve his game by a single stroke.

Thus there is growing up in our midst a generation which knows nothing else than golf, which is ignorant of European history and politics, which has a vague belief that Paris is a city in the neighbourhood of Lo Touquet, and that Berlin, which cannot boast an eighteen-hole course, has not yet been called into existence. These sportsmen travel not. Travel takes them too far away from their favourite links. They think not. Thought may put them off their stroke. So they dream of "stymies" and go early on the links. If you ask them why they play golf they will tell you it makes them "fit." Fit for what? For more golf.

So, in obedience to the universal domination, England is changing her manners and her customs. That as little time as possible should be withheld from the golf course the week-end encroaches on the week. Once upon a time "Saturday to Monday" was deemed long enough for recuperation of jaded nerves. Then a wiseacre discovered that "Friday to Tuesday" gave the ardent golfer two other days. And if that left only Wednesday and Thursday for the proper settlement of his own and the nation's affairs, there was no help for it. Affairs must give way to golf, and there's an end.

THE WHOLE DUTY OF MAN.

The result is a curious confusion in the values of things. Golf, which is a game and no more, which was played in Scotland for many years, and is still played there by some in the pure spirit of sport, has appeared to Englishmen as the whole duty of man. Here we have another proof of the danger of transferring from one soil to another games or plants or animals. The rabbit, harmless in England, has proved the ruin of

Australia. Legislation alone would check the ardour of the Fijians, who, when cricket was first introduced to their enchanted island, thought that the proper limit of a match was six weeks. The English have interpreted the game of golf with a more than Fijian liberality. A game which lasts six weeks is all too brief for them. So they have appointed that golf shall be played everywhere, every day, and all the year round.

Now, even though golf be the noblest game that ever the ingenuity of man contrived, we may yet pay too high a price for it. In the international competition of to-day we cannot afford to yield the smallest advantage. If, while we are enveloped in the mysteries of golf, our rivals make a profound study of politics and train themselves in all the different arts of war, it will avail us little to possess the first links in Europe. In the temper of modern England there is nothing more gravely deplorable than the apathetic levity with which our citizens approach serious questions of State. To arouse them to the necessity of self-defence seems an almost hopeless task. National service is shirked by one class because it would interfere with a pleasant habit of loafing about the public-house; it is shirked by another class because it would interfere with the amiable contest which it is never tired of waging against "Colonel Bogy." But there are worse enemies in store for us than "Bogy," enemies who cannot be defeated by cloak or niblick. And when the hour of danger strikes will it not shame us that golf has dulled the age of patriotism, that our hands are better fitted to carry clubs than rifles?—AN ENGLISHMAN.—*Daily Mail.*

MOCK MARQUIS.

WIFE'S STATEMENT.

The Berlin correspondent of the *London Daily Telegraph* wrote last month—

There is really something quite heroic and even noble in the conspicuous constancy with which Madame Hela Klimm has looked the facts which put her in the face and decided to stick to her husband, the mock marquis, for worse as for better. At her husband's solicitor has distributed among the Berlin papers a communication to the following effect: "My client is anxious to make it known that she sincerely loves her husband merely as such, that is to say, as an individual, and will therefore hold to him under all circumstances, even though, which she hopes will not be the case, the allegations respecting him, his past life, his illegal use of a title, and everything connected with it should prove to be true. For she contracted the marriage without any kind of ulterior motive, for neither fortune nor name, title nor honour, but simply and solely out of pure love for her husband. It is true that she has in consequence returned to The Hague from Berlin in order to be able to assist him. In view of this great and sincere love, she begs that she may as far as possible be eliminated from discussion of the case, as she wishes to be nothing more than the simple and unpretentious wife of her husband."

It is to be presumed that the "marquis" of yesterday has taken this step with her eyes open, and that she will not be surprised to hear that her wealthy relatives have decided to have nothing more to do with her. When the captivating and elusive Klimm has settled his accounts with the police of half the States in Europe it is to be hoped that he will apply his undoubted talents to rewarding this woman, who, greatly forgiving, refuses to abandon him, though the world's Press is ringing with his impostures, and for his sake has turned her back on fortune, family, and friends.

Meanwhile the tale of the "marquis" misdoings draws out from day to day. Holland contributes to the international indictment against him some details of a campaign undertaken by him and his confederates in India and Java during the years 1908 and 1909. Adorned with high-sounding names, and displaying all the symptoms of boundless riches, the fraternity is said to have gained admission to the highest social strata, where, by dexterous manipulation of the cards, they lightened many reckless gamblers of large sums of money and involved some in total ruin.

GREAT ENGINEERING FEAT.

£30,000,000 ENTERPRISE.

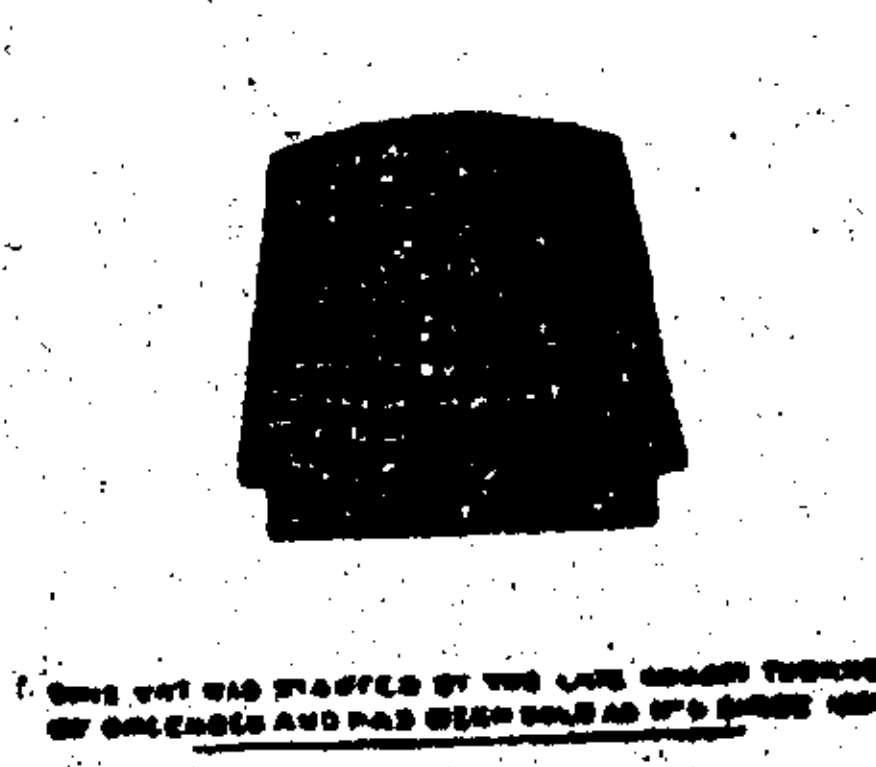
The triumphal completion of one of the greatest engineering works of the age was celebrated when the Pennsylvania Railway tunnels beneath the Hudson and East Rivers were formally opened to traffic.

Together with the magnificent Pennsylvania Station, a mammoth building in the Roman-Doric style of architecture covering eight acres in the heart of New York City, the new system of transportation represents an outlay of some £30,000,000. Thousands of people waited outside the station all night in order that they might ride in the first train connecting New Jersey with Manhattan and Long Island. Henceforth 1,000 trains, with a carrying capacity of 600,000 people will run daily through the tunnels, which are destined to effect a radical change in the life of the metropolis by releasing the inhabitants from the narrow, crowded limits of Manhattan Island.

The gigantic steel tubes forming the tunnels situated 17 ft. beneath the river beds are the work of Messrs. S. Pearson & Son, Limited, of London, whose head partner is now Lord Cowdray.

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MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [886]



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

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BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong, No. 22, Museum Road, Corner of Sochow Road, Shanghai. [719]

SHIPPING IN PORT.

STEAMERS	
BUYO MARU, Jap. str., 3,232, H. Hashimoto, 7th Oct.—Moji 2nd October, Coal and General—Mitani Bussan Kaisha.	
CHONGSHING, British str., 1,256, V. Liddell, 8th Oct.—Tientsin, Chefoo and Weihaiwei 2nd Oct., General—Jardine, Matheson & Co.	
CHILDAE, Norwegian str., 1,102, H. Nielsen, 10th Oct.—Bangkok 3rd Oct., General—Aagaard, Thoresen & Co.	
CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi 9th Oct.—Shanghai 2nd October, General—Ozaka Shosen Kaisha.	
COWIE, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum & Co.	
DAGNY, Norwegian str., 883, Solverson, 23rd Sept.—Wakamatsu 17th Sept., Coal—Aagaard, Thoresen & Co.	
DERWENT, British str., 1,574, Jenkins, 24th Sept.—Seigon 20th September, Rice and General—Min Fat & Co.	
FRI, Norwegian str., 860, N. G. Anderson, 10th Oct.—Nanchang 3rd October, Rice—Aagaard, Thoresen & Co.	
FUKUKA MARU, Japanese str., 3,136, S. Kumawaki, 10th Oct.—Wakamatsu via Moji 5th Oct., General—Ataka & Co.	
HANGCHOW, British str., 999, R. Robertson, 4th Oct.—Swatow 3rd October, Ballast—Butterfield & Swire.	
HANGSANG, British str., 1,356, S. Wilde, 11th Oct.—Shanghai and Swatow 10th October, General—Jardine, Matheson & Co.	
HUPEN, British str., 1,275, H. Mathias, 9th Oct.—Wakamatsu via Swatow 8th Oct., Coal—Butterfield & Swire.	
INDRAPURA, British str., 3,182, Mansfield, 4th October—New York 22nd July, General—Jardine, Matheson & Co.	
INVERNESS, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.	
ISCHIA, Italian str., 2,484, G. Balsato, 5th Oct.—Bombay 16th Sept., Cotton—Carlowitz & Co.	
KAIPOPO, British str., 980, J. Warnock, 10th Oct.—Hilo 30th Sept. and Cebu 5th Oct.; Sugar, Copra and Hemp—Butterfield & Swire.	
KEONGWAI, German str., 1,115, Foh. Kohler, 8th Oct.—Bangkok via Swatow 7th Oct., Rice &c.—Butterfield & Swire.	
KIANG PING, Chinese str., 1,222, H. Uddien, 5th September—Chinkiang 30th August, General—Tung Lee & Co.	
KUMSANG, British str., 2,078, W. G. G. Leask, 7th October—Calcutta 22nd Sept., General—Jardine, Matheson & Co.	
LENNOX, British str., 2,361, D. Reid, 1st Sept.—Keelung 30th Aug., General—Dodwell & Co.	
LOCKRAN, German str., 1,020, W. Tambert, 5th Oct.—Bangkok 28th Sept., Rice and Meal—Butterfield & Swire.	
LOKANG, British str., 978, Bowker, 10th Oct.—Nanchang via Chefoo 3rd October, General—Jardine, Matheson & Co.	
LOONGKANG, British str., 1,093, F. Wheeler, 10th Sept.—Manila 7th Sept., General—Jardine, Matheson & Co.	
MACHRE, German str., 995, C. Wolf, 9th Oct.—Bangkok 2nd Oct., Rice and Wood—Windner & Co.	
MARIE, German str., 1,169, Christiansen, 26th Sept.—Manila 23rd September, Ballast—Jensen & Co.	
MAUSANG, British str., 1,644, Weigall, 3rd October—Sandakan 24th Sept., Timber—Jardine, Matheson & Co.	
NANKHAI, British str., 1,299, Chas. Wynn, 4th Oct.—Seigon 28th Sept., Meal and Rice—Bradley & Co.	
NINGPO, British str., 1,228, Rickard, 5th Oct.—Swatow 4th October, General—Butterfield & Swire.	
NIPPON MARU, Japanese str., 3,452, H. S. Smith, 4th October—San Francisco 6th September, General—Toyo Kisen Kaisha.	
No. 3 KEKCO, Japanese str., 3,778, T. Takai, 17th Sept.—Moji 14th Sept., Coal—Order.	
PAKLAN, German str., 1,018, E. Gathemann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire.	
PAOTING, British str., 1,027, E. L. Jones, 8th October—Nanchang 27th Sept., General—Butterfield & Swire.	
PITSANULOK, German str., 1,267, D. Reimers, 11th October—Bangkok 1st Oct., Rice and Timber—Butterfield & Swire.	
PRIAM, British str., 2,905, B. J. Lewis, 5th Oct.—Liverpool via Colombo 27th Aug., General—Butterfield & Swire.	
RIZAL, American str., 2,700, J. Heusing, 30th Sept.—Manila 26th Sept.	

SAILING VESSEL.

ABROW, British barque, 2,971, McIvor, 20th May—Anjer 8th April, Kerosene Oil—Standard Oil Co.

DEUMELTAN, British 4-masted barque, 1,799, Swat, 27th August—Menado 30th July, Ballast—Standard Oil Co.

SIWAN, Tames & Co.

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SHIPPING.

ARRIVALS.
 ANPING, Chinese str., 1159, H. Macdonald,
 12th Oct.—Shanghai 9th October, General
 Co. S. N. Co.
 ARBATON APCAR, British str., 2,931, W. D.
 A. Thomas, 12th Oct.—Colcutta via Straits
 27th Sept., General—David Sassoon & Co.
 CHEONGSHING, British str., 12th Oct.—Canton.
 DAIJIN MARU, Jap. str., 899, Y. Kaburaki,
 12th Oct.—Swatow 11th Oct., General—
 Osaka Shosen Kaisha.
 ELISABETH HICKMERS, German str., 2,673, H.
 Rohde, 12th Oct.—Mojoi 6th Oct., General—
 Bradley & Co.
 GLAMORGANSHIRE, British str., 3,639, H. C.
 Norris, 12th Oct.—Shanghai 9th October,
 General—Jardine, Matheson & Co.
 HAIYANG, British str., 1,362, A. E. Hodgins,
 11th Oct.—Fochow, Amoy and Swatow
 10th Oct., General—Douglas, Laprak & Co.
 HELEN, German str., 771, Bendixen, 12th
 Oct.—Hohow 11th Oct., General—Jensen
 & Co.
 KAMO MARU, Japanese str., 8,524, F. L. Som-
 mer, 12th Oct.—Singapore 15th October,
 General—Nippon Yusen Kaisha.
 KIANG CHING, Chinese str., 1,002, Bressander,
 11th Oct.—Haiphong 9th Oct., General—
 Tung Lee.
 KWANGLEE, Chinese str., 12th Oct.—Canton.
 LINAN, British str., 1,253, Meathiel, 12th Oct.
 —Shanghai 9th Oct., General—Butter-
 field & Swire.
 LYFERNAC, German str., 1,233, v. Pilgrim,
 11th Oct.—Saigon 7th October, General—
 Hamburg-Amerika Linie.
 MATHILDE, German str., 831, Chr. Uldrup,
 11th Oct.—Haiphong 9th Oct., Rice and
 General—Jensen & Co.
 WINGANG, British str., 1,517, G. H. Lishman,
 11th Oct.—Manila 7th Oct., General—
 Jardine, Matheson & Co.

CLEARANCES.
 AT THE HARBOUR MASTER'S OFFICE.
 12th October.
 Choshun Maru, Japanese str., for Swatow.
 Susang, British str., for Weihaiwei.
 Thorids, Norwegian str., for Bangkok.

DEPARTURES.
 12th October.
 ALESIA, German str., for Straits.
 CHUNGHO, British str., for Saigon.
 FEI, Norwegian str., for Canton.
 HAIYUN, British str., for Swatow.
 HANGSANG, British str., for Canton.
 HONG WAN I, British str., for Amoy.
 IYO MARU, Japanese str., for Singapore.
 KANSU, British str., for Shanghai.
 MONMOUTHSHIRE, British str., for Port Arthur
 QUARTA, German str., for Saigon.
 RAFAH, German str., for Bangkok.
 SOSHU MARU, Japanese str., for Swatow.
 TOVARIA, French str., for Port Bayard.

SHIPPING REPORTS.
 The Chinese str. Kiang Ching reports: N.E.
 wind and fine weather.
 The British str. Linan reports: Strong N.E.
 wind and high sea.
 The German str. Loongsang reports: N.E.
 monsoon and clear weather.
 The British str. Wingang reports: Mod.
 to fresh N.E. winds and fine weather.

VESSELS IN DOCK.

September 26th.
 TAIKOO DOCK.—Union.

“SHIRE” LINE OF STEAMERS, LTD.
 FOR LONDON, DUNKIRK AND
 ANTWERP.

THE Steamship
 “GLAMORGANSHIRE,”
 Captain H. C. Norris, will be despatched as
 above on or about the 12th inst.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 4th October, 1910. [1149]



AUSTRIAN LLOYD'S STEAM NAVI-
 GATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA
 AND KOBE.

THE Company's Steamship
 “CHINA,”
 Captain Paviasich, will leave for the above
 places on TUESDAY, the 18th inst., P.M.
 This Steamer has capital accommodation for
 passengers. Electric light, carries a doctor
 and stewards.
 For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents,
 Princes' Building.
 Hongkong, 12th October, 1910. [3]

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
 FOR NEW YORK VIA PORTS AND SUEZ
 CANAL.
 (With Liberty to call at the Malabar Coast.)

“INDRAVELLI,” SATURDAY, 22nd
 October.
 For freight and further information
 apply to—
 SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 13th October, 1910. [1130]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
 United States of America and Canada and also for the Principal Ports in Mexico
 and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C.
& SEATTLEVIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
KUMERIC	6,232	G. B. McGill	20th October.
AMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
“EMPRESS LINE.”

Between China, Japan and Europe via Canada and the United States, calling at
 Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,
 Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
 SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
“EMPRESS OF CHINA” SAT., 29th Oct.	“ALLAN LINE” FRIDAY, 25th Nov.
“MONTEAGLE” TUESDAY, 8th Nov.	
	From St. John, N.B.
“EMPRESS OF INDIA” SAT., 19th Nov.	“EMPRESS OF BRITAIN” FRI., 16th Dec.
“EMPRESS OF JAPAN” SAT., 17th Dec.	“ALLEN LINE” FRIDAY, 13th Jan.
“EMPRESS OF CHINA” SAT., 14th Jan.	“ALLAN LINE” FRIDAY, 10th Feb.
“MONTEAGLE” WED., 25th Jan.	

“Empress” Steamships leave HONGKONG at 7 A.M.
 “Monteagle” at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
 Express and at ST. JOHN or QUEBEC with the Company's New Palatial
 “EMPRESS” Steamships, 14,500 tons register, thus providing a comfortable and speedy
 through route to Europe.

The “EMPRESS” steamers on the Pacific and on the Atlantic are equipped
 with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers \$43
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First Class rate to London includes cost of meals and Berth in Sleeping Car while
 crossing the American Continent by Canadian Pacific direct Line.

R.M.S. “MONTEAGLE” carries Intermediate Passengers only, at Intermediate rates
 affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
 of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
 Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Polder Street and Praya, opposite Blake Pier

71

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.
HOMEWARD PASSENGER SEASON 1911.PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Connecting Steamers	Due	Due
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	
DELHI	8000	MANTUA	11000	March 4
ARCADIA	7000	MALWA	11000	March 18
ASSAYE	7500	MACEDONIA	10500	April 1
MARMORA	10500	(Through Steamer calling at Bombay)		April 15
DEVANHA	8000	MOLDAVIA	10000	April 29
DELHI	8000	MONGOLIA	10000	May 13
ASSAYE	7500	MOREA	11000	May 27
DELTA	8000	MOOLTAN	10000	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
 to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
 Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
 1st SALOON £71.10 SINGLE. £106.14 RETURN.
 2nd “ 48.8 “ 72.12 “

IN ADDITION TO THE ABOVE MAIL STEAMERS
 INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON
 CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers	Leave	Due
	HONGKONG	LONDON
	about	about
SUNDA	January	25
NUBIA	February	8
SYRIA	March	8
NORE	March	22
PALAWAN	April	5
BORNEO	April	19
SICILIA	May	3
SUMATRA	May	31
NILE	June	14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):
 1st SALOON £55.0 SINGLE. £82.10 RETURN.
 2nd “ 38.10 “ 57.4 “

Carry 1st and 2nd Saloon Passengers.
 For further Particulars, apply to—

E. A. HEWETT,
 SUPERINTENDENT.

[1002]

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	Tons	TO SAIL.
YOKOHAMA & KOBE	“PRINZ WALDEMAR,”	6,100	About 18th October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	“PRINZ EITELFRIEDRICH,”	16,000	Wed., 19th Oct., at NOON.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	“PRINZESS ALICE,”	20,500	About 19th Oct.
KUDAT and SANDAKAN	“BORNEO,”	5,050	End of October.
MANILA, YAP, MAROUN, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	“PRINZ WALDEMAR,”	6,100	Saturday, 5th Nov., at Daylight

Fitted with wireless Telegraphy New System of Telefunken.
 For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELOHRS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 11th October, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.		
“PRINZESS ALICE”	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
“LUETZOW”	17,300	ON APRIL 5TH.
Capt. —		
“KLEIST”	17,000	ON APRIL 19TH.
Capt. O. FAHNE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
 TO LAND PASSENGERS.

Fitted with Wireless Telegraphy.
 Early booking recommended.

For Particulars, apply to

MELOHRS & Co.,
 GENERAL AGENTS.

Hongkong, 15th September, 1910.

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILINGS.
SHANGHAI, KOBE, YOKOHAMA & MOJI	“PEKING”	On 15th October.
SHANGHAI & YOKOHAMA	“CANTON”	On 11th November.
COPENHAGEN	“PEKING”	On 25th November.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
 Hongkong, 13th October, 1910. [1085]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
 SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	“TONKIN”	On 24th Oct., P.M.
MARSEILLES VIA PORTS	“OCEANIE”	On 25th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	“ERNEST SIMONS”	On 7th Nov., P.M.
MARSEILLES VIA PORTS	“DUMBEA”	On 8th Nov., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta,
 Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
 Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway
 from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
 Queen's Building.

Hongkong, 12th October, 1910.

PASSENGERS.

ARRIVED.
 Per Anping, from Shanghai, Mr. Handon.
 Per Glamorganshire, from Shanghai, Mr.
 Twonny.
 Per Aratoon APCAR, from Calcutta, &c., Mr.
 M. Graham.

Per Linan, from Shanghai, Messrs L. M.
 Regis, A. Young and A. F. Barlienne.

Per Haiyang, from Poochow, &c., Mrs. Church-
 hill, Messrs H. W. Hobbs and E. P. Brayn.

Per Kamo Maru, from London, &c., for
 Hongkong, Mrs. H. A. Bedford, Mrs. E. M.
 Heath, Miss A. Smith, Mrs. E. W. Lamert,
 Capt. and Mrs. A. J. Thompson and infant, Mr.
 and Mrs. F. A. Hanisch, Mr. and Mrs. S. M.
 Hollingsworth and child, Mr. and Mrs. S. M.
 Jones and 3 children, Capt. E. A. Corbett, Mr.
 K. Yokawa, Mr. K. Tanabe, Mr. B. A. de Bour-
 bel, Mr. C. Kimura, Mr. C. D. Melbourne, Mr.
 F. Aris, Mr. Harold Johnson, Dr. L. Stainer,
 Mr. and Mrs. Keug and infant, Miss G. Fawcett,
 Mr. T. Grant and Mr. K. Kushi; for Kobe,
 Mr. E. H. Dorey and infant, Mr. B. Yamanobe,
 Mr. and Mrs. J. Chadderton, Mr. C. H. Mr. K.
 Hashiguchi, Mr. T. Ohno, Mr. S. Kaneshara and
 Mr. T. Ameno; for Yokohama, Sir Douglas and
 Lady Browning and child, Count and Countess
 Muten and child, Lieut. Col. Dohara, Mr. K.
 Tange, Mr. S. Kondo, Miss Corbett, Mrs. K. J.
 B. Wood, Mr. M. C. Clayton, Miss V. J. Bell,
 Miss E. M. Bell, Miss E. Fidler, Mr. E. C.
 Evans, Mr. A. C. Evans, Mr. E. Sudaki, Miss
 Laura Denny, Mrs. C. Smith, Messrs S. Ozawa,
 H. G. Fado, Mr. T. Ichijo, J. Tanabe, M.
 Hasegawa and E. Yendo.

DEPARTED.

Per Haiyang, for Swatow, Mr. F. E. Flabbert.
 Per Haiyang, for Swatow, Messrs Brackmann
 and M. Ichijima; for Amoy, Miss E. Wilks;
 for Fochow, Mrs. Nielsen, Messrs Winkler and
 Proumen.

STEAMERS PASSED THE CANAL.

September 23rd—Kawachi Maru, Namsu,
 Patroscus, 27th—Benawa, Konang St. Suevia,
 Sunda, 30th—Oreates, Princess Alice, Seneca,
 Tonkin, Oct. 4th—Aki Maru, Braemar, Bre-
 conshire, Erkerzow Frans Ferdinand, Glenroy,
 Senonia, 7th—Ceylon, Kintuck, Ville de la
 Ciotat, 11th—Albenga, Beneluch, Benmohr,
 Kenang St. Lennos, Luetzow, Mennon, Nubia,
 Westphalia, Yangtze.

ARRIVALS AT HONK.

October 11th—Benconrich, Carmarthenshire,
 Ghaeze, Indian, Oarfis, Elentor, Wray Castle.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
 Sale daily at the following places:
 KOWLOON BOOK STALL, Ferry Wharf
 Messrs H. BUTTONJEE & SONS, Kow-
 loon Street, No. 36, Haiphong Road.
 Messrs HUNG CHEONG, Haiphong Road
 Mr. AH YAU, Hongkong Ferry Wharf Road
 Messrs G. and E. Yendo.

VESSELS ON THE BERTH

SOCCIA ANONIMA NAZIONALE DI
 SERVIZI MARITIMI
 SEDE IN ROMA.

STEAM FOR HONKONG,
 VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail
 Steamers to Port Said, Messina,
 Naples, Leghorn and Genoa, also
 Venice and Trieste, and MEDITER-
 RANEA, ADRIATIC, LIGURIAN and
 SOUTH AMERICAN PORTS up to Callao.
 Taking Cargo at through rates to Persian
 Gulf and Bagdad, also BARCELONA,
 VALENCIA, ALICANTE, ALMERIA and
 MALAGA.

THE Steamship

“ISCHIA,”
 Captain Boleto, will be despatched as above
 TO-DAY, the 13th Oct., at NOON.
 For further particulars regarding Freight
 and Passage, apply to
 CARLOWITZ & Co.,
 Agents.

Hongkong, 11th October, 1910. [4]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

“DEVANHA,”
 Captain H. Powell, will leave for Shanghai
 TO-MORROW, the 14th inst., at Daylight.
 For Freight or Passage, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 11th October, 1910. [1]

“INDRA” LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

“INDRAWADI,”
 Captain W. Gray Williams, will be despatched
 as above on or about the 13th October.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents.

Hongkong, 20th September, 1910. [1061]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
 AUSTRALIA, INDIA, ADEEN, EGYPT,
 MEDITERRANEAN PORTS,
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERSIAN GULF, CONTINENTAL,
 AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

“ASSAYE,”
 Captain Owen Jones, R.N.R., carrying His
 Majesty's Mails, will be despatched from this
 for Bombay, &c., on SATURDAY, the 15th
 October, 1910, at NOON, taking passengers
 and Cargo for the above ports in connection
 with the Company's str. “INDIA,” 7,913
 tons, from Colombo, passengers' accommodation
 in which vessel is secured before departure
 from Hongkong.

Silk and Valuables, all cargo for France and
 Tea for London (under arrangement) will be
 transhipped at Colombo into the mail steamer
 proceeding direct to Marseilles and London,
 except cargo for London, &c., will be conveyed
 via Bombay by the R.M.S. “HIMALAYA,” due
 in London on the 25th November, 1910.

Passes will be received at this Office until
 4 P.M. the day before sailing. The contents
 and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 3rd October, 1910. [1]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

“ARBATON APCAR,”
 Captain W. D. A. Thomas, will be despatched
 for the above Ports on MONDAY, the 17th
 inst., at NOON.

This Steamer has superior accommodation
 for passengers, is installed throughout with
 Electric Light and carries a duly certified
 Doctor.

RETURN TOURS TO JAPAN.
 (Occupying 24 Days)
 Return tickets are available by the Indo-
 China Steam Navigation Co.'s Steamers.
 Fare for round trip, £120.

For Freight or Passage, apply to
 DAVID SASSOON & Co.,

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
SHANGHAI	(DEVANHA) Capt. H. Powell	14th Oct. 1910	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 15th Oct.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAPAN Capt. H. W. A. Clark	About 15th Oct.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORSE Capt. G. Phillips	10 A.M., 19th Oct.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 13th October, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STREAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 13th Oct. 4 P.M.
HAIPHONG	"CHITAN"	On 14th Oct. 10 A.M.
CHEFOO & NEWCHWANG	"PAOTING"	On 14th Oct. 4 P.M.
HAIPHONG & ONBU VIA AMOY	"KAIFONG"	On 14th Oct. 4 P.M.
SHANGHAI	"LINAN"	On 15th Oct. 4 P.M.
MANILA	"TAMING"	On 18th Oct. 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUBICOW"	On 22nd Oct. 4 P.M.
MANILA	"TEAN"	On 25th Oct. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN. Telephone 36. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STREAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 14th Oct., Noon.
TIENTSIN	"CHEONGSHING"	Friday, 14th Oct., Noon.
MANILA	"LOONGSANG"	Friday, 14th Oct., 4 P.M.
SANDAKAN VIA JESSELTON	"MAUSANG"	Friday, 14th Oct., 5 P.M.
SHANGHAI	"WINGSANG"	Saturday, 15th Oct., D.Ught.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 15th Oct., Noon.
SHANGHAI	"LOKSANG"	Monday, 17th Oct., 4 P.M.
MANILA	"YUENSANG"	Friday, 21st Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct., Noon.

RETURN TOUS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG" "MAKSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kndat, Lahad, Datu, Simporna, Two.

Unkan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

Hongkong, 13th October, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STREAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 11th October 1910

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. H. Jones	FRIDAY, 14th Oct., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 18th Oct., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 21st Oct., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"KAIMUN"	Capt. A. H. Stewart	SUNDAY, 16th Oct., at 11 A.M.
		TUESDAY, 19th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 13th October 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. BUOY MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

4031

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STREAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIBANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
	TANGO MARU Capt. A. Christiansen	8,000	WED'DAY, 9th Nov., at Daylight
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 23rd Nov., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl	7,000	SATURDAY, 5th Nov., from KOBE
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKKAICHI	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 26th Oct., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 13th Oct., at 5 P.M.
SHANGHAI, MOJI and KOBE	HINGO MARU Capt. S. J. G. Parsons	8,000	MONDAY, 17th Oct., P.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 25th October.

Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class \$ 550.00
KITANO	9000	1st Mar.	1st Class \$ 825.00
IYO	7000	15th "	2nd Class \$ 360.00
HIBANO	9000	25th "	2nd Class \$ 540.00
TANGO	9000	12th April	old str. 1st Class \$ 500.00
KAMO	9000	26th "	1st Class \$ 700.00
ARI	7000	10th May	2nd Class \$ 330.00
MISHIMA	9000	24th "	" " " 495.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points: 1st Class \$ 230
INABA	7000	28th Mar.	2nd Class \$ 221
TAMBA	7000	25th April	To London via New York: 1st Class \$ 260
AWA	7000	23rd May	via St. Lawrence: 1st Class \$ 259

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,

MANAGER.

Hongkong, 7th September, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 15th Oct. Noon.
RUBI	2540	R. Rodger	Manila	On 22nd Oct. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.

Hongkong, 9th October, 1910

General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA	S.S. SENEGAMBIA	21st Oct.
	S.S. SUEVIA	4th Nov.
	S.S. WESTPHALIA	17th Nov.
	S.S. ARABIA	18th Nov.
	S.S. SCANDIA	1st Dec.
	S.S. BRISGAVIA	16th Dec.
	S.S. SLAVONIA	30th Dec.

For Further Particulars, apply to—

FOR HAVRE & HAMBURG	S.S. ALESIA	13th Oct.
FOR HAVRE & HAMBURG	S.S. C. FRED. LAEISZ	23rd Oct.
FOR ROTTERDAM, HAVRE & ANTWERP	S.S. BELGRAVIA	31st Oct.
FOR MARSEILLES, HAVRE & HAMBURG	S.S. ARBENIA	9th Nov.
FOR ROTTERDAM, HAMBURG & ANTWERP	S.S. SILVIA	17th Nov.
FOR HAVRE & HAMBURG	S.S. SENEGAMBIA	26th Nov.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 6th October 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.



FOR	STREAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 2nd Nov., at Noon
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perods. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STREAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"CHOSHUN MARU" Capt. T. YAMAGUCHI	THURSDAY, 13th Oct., at 10 A.M.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 16th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers, "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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S. HIROI,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD,

HONGKONG.

Japan Office.

32, WATER STREET

YOKOHAMA.

662]

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illustrations	\$1.75
CHILDREN OF FAR CATHAY: a Social and Political Novel, by C. J. Halcombe	3.50	HONGKONG WEEKLY PRESS, half yearly vol. bound	7.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1861	1.00	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913	2.00
THE HONGKONG TYPHOON, Sept. 1882, 1908, Illustrated Account	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days, 1874 to 1909	2.00
TEMPORARY MINING REGULATIONS IN CHINA	0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905	1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	CALLED OUT: or the Chang Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	3.00	SKETCH OF THE WEST RIVER	0.20
MOUNTINGS OF NAVY GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	PLAN OF VICTORIA	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	" " KOWLOON	0.75
POLITICAL OBSTACLES TO MIS-SIONARY SUCCESS IN CHINA	0.25	" " PEAK	0.75
TRADE MARK REGULATIONS IN CHINA	0.25	" " NEW TERRITORY	0.75
		" " CANTON	0.50
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1910	0.30 & 0.20



PRIMAS BOTTLES

KEEP DRINKS WARM AND COLD.

All different styles may be seen at my Office,
where also a small stock is kept.

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Devanha*, with the English mail of the 16th ult., left Singapore on Saturday, the 8th inst., at 8.30 a.m., and may be expected here today. This packet brings the parcel mails closed in London for despatch by the all sea route on the 7th of September, and for despatch overland on the 14th of September.The *Assaye*, with the Siberian mail, is expected to arrive here to-morrow.

FOR	PER	DATE.
Swatow	Holene	Thursday, 13th, 11.00 A.M.
Manila	Sui Tai	Thursday, 13th, 1.15 P.M.
Shanghai	Marie	Thursday, 13th, 2.00 P.M.
Shanghai	Kianglee	Thursday, 13th, 3.00 P.M.
Kobe and Yokohama	Chenan	Thursday, 13th, 4.00 P.M.
SHANGHAI	Kamo Maru	Thursday, 13th, 5.00 P.M.
Haiphong	Chitli	Friday, 14th, 9.00 A.M.
Swatow, Amoy and Foochow	Hongkong	Friday, 14th, 10.00 A.M.
Tientsin	Hongkong	Friday, 14th, 11.00 A.M.
Shanghai	Sui Tai	Friday, 14th, 1.15 P.M.
Manila	Loongang	Friday, 14th, 3.00 P.M.
Chefoo and Newchwang	Paoting	Friday, 14th, 3.30 P.M.
Amoy, Hoilo and Cebu	Kaifong	Friday, 14th, 5.00 P.M.
Shanghai	Wingsang	Friday, 14th, 5.00 P.M.
Jessellton and Sandakan	Mausang	Friday, 14th, 5.00 P.M.
Hoilow and Haiphong	Mathide	Friday, 14th, 5.00 P.M.
Hoilow and Pakhoi	Signal	Friday, 14th, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO SIBERIAN MAIL TO EUROPE

Singapore, Penang and Calcutta

Europe, &c., India via Tuticorin

(Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed on Friday, the 14th inst., at 5 P.M.

Shanghai, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow

Shanghai, Yokohama and Kobe

Chefoo and Tientsin

Manila

Singapore, Penang and Colombo

Thursday Is Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle

Europe, &c., India via Tuticorin

(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO SIBERIAN MAIL TO EUROPE

THE "PETTER" PATENT. "HANDY-MAN" OIL ENGINES.

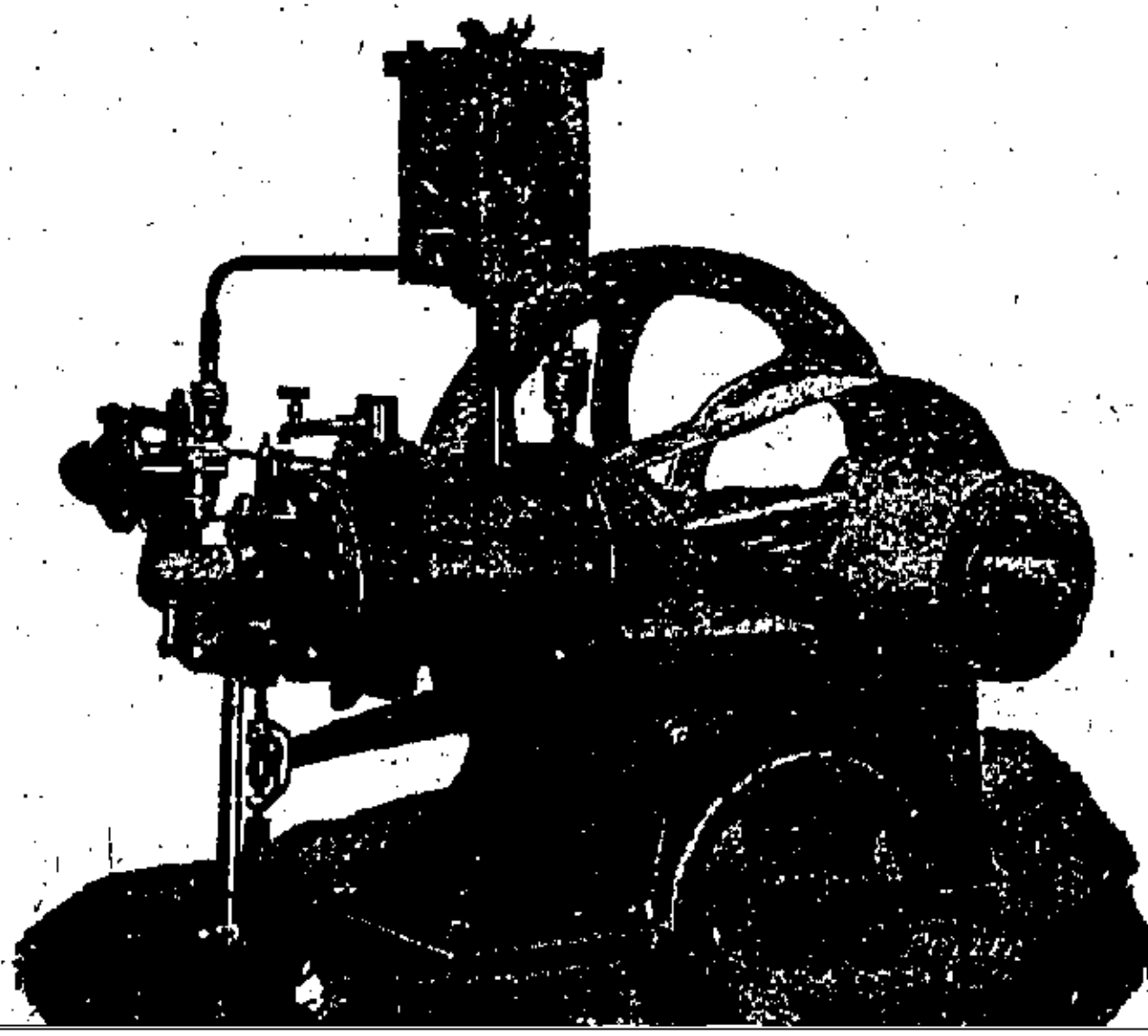
The simplest, safest and most economical

Oil Engine for driving

DAIRY MACHINERY, CHAFF CUTTING, GRINDING, SAWING, PUMPING, and all kinds of Farm Work.

Starts in five minutes from cold.

No Lamp or external flame after starting.



COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 12th.

ON LONDON —	Telegraphic Transfer	1/9½
	Bank Bills, on demand	1/10
	Bank Bills, at 30 days' sight	1/10½
	Bank Bills, at 4 months' sight	1/10½
	Credits, at 4 months' sight	1/10½
	Documentary Bills 4 months' sight	1/10½
ON PARIS —	Bank Bills, on demand	231
	Credits, at 4 months' sight	235
ON GERMANY —	On demand	187½
ON NEW YORK —	Bank Bills, on demand	44½
	Credits, at 60 days' sight	45½
ON BOMBAY —	Telegraphic Transfer	136½
	Bank, on demand	136½
ON CALCUTTA —	Telegraphic Transfer	136½
	Bank, on demand	136½
ON SHANGHAI —	Bank, at sight	73½
	Private, 30 days' sight	74½
ON YOKOHAMA —	On demand	89½
ON MANILA —	On demand — Pesos	89½
ON SINGAPORE —	On demand	73½
ON BATAVIA —	On demand	110½
ON HAIPHONG —	On demand	1½ p.m.
ON SAIGON —	On demand	1½ p.m.
ON BANGKOK —	On demand	84½
SOVEREIGNS, Bank's Buying Rate		\$10.85
GOLD LEAF, 100 fine, per tola		\$56.90
BAR SILVER, per oz.		25½

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$3.94 discount.
Chinese	10	\$4.45
Hongkong	20	\$3.70
Hongkong	10	\$4.25

SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 12TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$925, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$90, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6		12/6, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$1	\$1	\$1.40, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON MILLS—				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$34, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 47 1/2
Leong-Kung-Mow Cotton Spinning Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$17 1/2, div. buy.
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5 1/2	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	\$6 1/2	Tls. 72.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 108.
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	\$25	\$9, sellers
Fenwick & Co., Limited	400,000	\$10	\$10	\$4.65.
Green Island Cement Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong & China Gas Co., Limited	60,000	\$10	\$10	\$21, sellers
Hongkong Electric Co., Limited	12,000	\$50	\$50	\$100, buyers
Hongkong Hotel Company, Limited	5,000	\$25	\$25	\$74.
Hongkong Ice Company, Limited	60,000	\$10	all	\$135.
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	\$7	\$27, sellers
H'kong & South China Steam Fisheries Co., Ltd.	10,000	\$250	\$50	\$190, buyers
INSURANCES—				
Canton Insurance Office Co., Limited	20,000	\$100	\$20	\$115, sales
China Fire Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2
China Overseas Insurance Co., Limited	8,000	\$250	\$50	\$155, buyers
Hongkong Fire Insurance Co., Limited	10,000	\$15	\$15	Tls. 115.
North-China Insurance Co., Limited	12,400	\$250	\$100	\$840, sales
Union Insurance Society, Limited	12,000	\$100	\$60	\$200.
Yangtze Insurance Association, Limited	10,000	\$100	\$100	\$100, buyers
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	all	\$72, buyers
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Kowloon Land and Building Co., Ltd.	76,000	Tls. 50	Tls. 50	Tls. 111.
Shanghai Land Investment Co., Limited	12,500	\$50	\$50	\$39.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MINING—				
Societe Francaise des Carriers du Tonkin	16,000	Fcs. 250	all	\$720.
Reub Australian Gold Mining Co., Ltd.	20,000	\$1	\$1	\$7.
Peak Tramways Co., Limited	50,000	\$10	all	\$13, sellers
Philippine Co., Limited	75,000	\$10	\$1	\$13, sellers
BERMARRING—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$147, sellers
Luon Sugar Refining Co., Limited	7,000	\$100	all	\$15, sales
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES—				
China and Mowla Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Dragon Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$31, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$58, pref.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$80/-, buyers
Star Ferry Company, Limited	2,000,000	\$10	\$5	\$23, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$8, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$52, sellers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$69, buyers
Weissmann, Limited	3,000	\$10	\$10	\$11 1/2, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$8, sellers
RUBBERS—				
Allagars	750,000	2/-	all	5/3
Anglo-Malays	1,500,000	2/-	all	24/-
Balgownie	151,200	\$1	all	\$13 (Sta.)
Batu Tiges	70,000	\$1	all	\$13 (Sta.)
Bekit Kajangs	80,000	\$1	all	63/6
Castelfields, fully paid	30,000	\$1	all	117/6
Cheviots	70,000	\$1	all	15/- prem.
Eastern and International	250,000	\$1	all	107/6 ex. div.
Highlands and Lowlands	307,143	\$1	all	6/- prem.
Kamunings	1,825,000	2/-	all	16/6
Kuala Lumpur	180,000	\$1	all	75/-
Labus	100,000	\$1	all	47/6
Leedbury's	900,000	2/-	all	12/3
Linggis	1,266,000	2/-	all	12/3
London Asiatics	100,000	\$1	all	6/6
London Ventures	1,750,000	2/-	all	\$23 (Sta.)
Mordenau	100,000	\$1	all	\$31 (Sta.)
Pegohs	45,000	\$10	all	\$0
Sandycrofts	50,000	\$2	all	\$0
Sapongs	100,000	\$1	all	75/-

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SHERRY, AMOROSO - - - \$24.75

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FORTHCOMING EVENTS.

Saturday, 15th Oct.—Twenty-ninth Ordinary Meeting of Canton Insurance Office Ltd., Noon.

Saturday, 15th Oct.—Fifth Meeting at Happy Valley, 3.30 P.M.

Thursday, 20th Oct.—Auction of Valuable Leasehold Property at Auction Rooms, by Messrs. Hughes & Hough, Noon.

Wednesday, 2nd Nov.—Meeting of Licensing Board in Council Chamber, 2.15 P.M.

HONGKONG METEOROLOGICAL REGISTER.

REGISTER.

Hongkong Observatory, October 12th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.04	30.18	30.08
Temperature	77	73	78
Humidity	45	41	31
Wind Direction	E	NE	N
Force	1	8	1
Weather	b	b	b
Rain	—	—	—

Highest open air Temperature on 11th.....83

Lowest open air Temperature on 11th.....70

HONGKONG TIDE TABLE.

From October 13th to 19th, 1910.

HIGH WATER.				LOW WATER.			
Day	Month	Time	Height	Day	Month	Time	Height
Thurs	13	11.45	10.5	Mon	17	11.45	10.5
Fri	14	11.45	10.5	Tue	18	11.45	10.5
Sat	15	11.45	10.5	Wed	19	11.45	10.5
Sun	16	11.45	10.5	Thurs	20	11.45	10.5
Mon	17	11.45	10.5	Fri	21	11.45	10.5

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